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APPENDIX

September 25, 2002

CALIFORNIA TRANSPORTATION PLAN 2025

APPENDIX I

LEGAL REQUIREMENTS AND REGULATIONS

The following are the federal and state statutory requirements for developing and updating a comprehensive state long-range transportation plan:

FEDERAL STATUTES

- ❑ The requirements for the development of a comprehensive state long-range transportation plan are contained in Title 23, USC, and Section 135.
- ❑ The Intermodal Surface Transportation Efficiency Act (ISTEA) first required states to develop a long-range transportation plan in 1991. The requirement was reaffirmed in the 1998 Transportation Equity Act for the 21st Century (TEA-21).
- ❑ Under federal law, the state long-range transportation plan shall provide for the development and implementation of the intermodal transportation system of the state.
- ❑ The state plan shall be developed in cooperation with the state's Metropolitan Planning Organizations, and in consultation with affected local transportation officials, Indian Tribal Governments, and other interested parties. It shall also be coordinated with the development of the transportation portion of the State Implementation Plan as required by the Clear Air Act.
- ❑ The plan must have a minimum 20-year forecast horizon. The plan must be developed as part of a planning process that addresses at least seven broad areas for the movement of people and freight including:
 - ❖ Mobility and accessibility
 - ❖ Integration and connectivity
 - ❖ Efficient system management and operation
 - ❖ Existing system preservation
 - ❖ Safety and security
 - ❖ Economic development (including productivity and efficiency)
 - ❖ Environmental protection and quality of life.

Federal Statewide Planning Regulations

The U.S. Department of Transportation (U.S. DOT) has proposed, but has not yet adopted revised statewide planning regulations to implement TEA-21. The proposed regulations are comparable to those implementing ISTEA and contained in 23 CFR 450 et seq., including:

- ❑ Section 450.214(e): "The (state-wide) plan shall be continually evaluated and periodically up-dated . . ."
- ❑ These regulations, and the proposed TEA-21 regulations, further specify the public involvement and coordination process that must be followed in developing the plan.

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State Statutory Authority

- ❑ Government Code Section 65070, et seq., requires the California Department of Transportation (Caltrans) develop a California Transportation Plan (CTP).
- ❑ Government Code Section 65072 requires the CTP to include:
 - ❖ (a) a policy element that describes the state's transportation policies and system performance objectives,
 - ❖ (b) a strategies element that shall incorporate the broad system concepts and strategies synthesized from the adopted regional transportation plans. The CTP shall not be project-specific.
 - ❖ (c) a recommendations element that includes economic forecasts and recommendations to achieve concepts, strategies, and performance objectives.
- ❑ Government Code Section 14000 further defines the CTP and Caltrans' role:
 - ❖ (b) "...regional and local expressions of transportation goals, objectives, and policies which reflect the unique characteristics and aspirations of various areas of the state shall be recognized in transportation planning tempered, however, by consideration of statewide interests."
 - ❖ (d) "The responsibilities for decision making for California's transportation systems are highly fragmented. This has hampered effective integration of transportation planning and intermodal coordination. A comprehensive multimodal transportation planning process should be established which involves all levels of government and the private sector in a cooperative process to develop coordinated transportation plans."

APPENDIX II

THE CALIFORNIA TRANSPORTATION PLAN GUIDELINES TEAM

Caltrans formed a California Transportation Plan Guidelines Team in May 2000, to create guidelines that would lead to the successful development of a CTP and an accompanying public participation program. The guidelines became the first step in developing an ongoing and iterative process that guided the development of this plan and future updates. They also define the CTP's review and comment process, evaluation process, and public involvement.

The team was comprised of representatives from regional transportation agencies, Business, Transportation and Housing Agency (BT&H), Governor's Office of Planning and Research (OPR), the California Transportation Commission (CTC), Federal Highway Administration (FHWA), Local Government Commission (LGC), Surface Transportation Policy Project (STPP), and selected programs within Caltrans.

The draft guidelines elements and public participation program were distributed to over 250 organizations and individuals for review and comment. The comments received were incorporated into the final draft in accordance with the Guideline Team's direction. The final guideline elements were released in May 2001.

Guidelines Team members included:

Charles Fields, Executive Director
Amador County Transportation Commission

John Ferrera, Assistant Secretary for Transportation
Business, Transportation & Housing Agency

Gary Dickson, Chair
California Association of Councils of Government

Pete Hathaway, Chief Deputy Director
California Transportation Commission

Charles Oldham, Deputy Director
California Transportation Commission

Wade Hobbs
Federal Highway Administration

Terry Roberts, Chief
State Clearinghouse
Governor's Office of Planning & Research

Judith Corbett, Executive Director
Local Government Commission

Trinh Nguyen, Northern California Campaign Manager
Surface Transportation Policy Project

Brian J. Smith, Deputy Director
Planning & Modal Programs
California Department of Transportation

Joan Sollenberger, Chief
Division of Transportation Planning
California Department of Transportation

Cindy Adams
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California Department of Transportation

Katie Benouar
Division of New Technology & Research
California Department of Transportation

Christopher Curtiss
Transportation Planning, District 4
California Department of Transportation

Gale McIntyre
Division of Mass Transportation
California Department of Transportation

APPENDIX III

CALIFORNIA TRANSPORTATION FUTURES SYMPOSIUMS AND CONFERENCES

Caltrans sponsored a three-event program to explore transportation issues, solutions, and policy. The events were coordinated and facilitated by the University of California, Public Policy Extension Program. The programs were designed to provide guidance to the CTP, identify forces shaping California's mobility, and explore potential solutions.

Symposium on Forces Shaping Mobility Strategies was held on November 30 and December 1, 2000, in Sacramento. This event gathered transportation experts on relevant trends, such as:

- ❑ California's population and demographics
- ❑ Transportation options and needs of an aging population
- ❑ Changing characteristics of immigrant populations and transportation
- ❑ Economic trends, transformations and transportation
- ❑ Technological innovations in transportation
- ❑ Strategies for addressing sustainability in the context of transportation planning
- ❑ Financing transportation in California
 - ❖ Alternative financing mechanisms
 - ❖ Policy context for gaining adoption of transportation finance plans and policies

Participants included:

Arthur Bauer
Arthur Bauer & Associates
Californians for Better Transportation

Jeffrey Brown
UCLA Institute of Transportation Studies

Patrick Conroy, Manager
ATMIS Program, California Partnership for
Advanced Transit and Highways

Gene Crumley, Manager
Director of Business Management and Corporate
Education
UC Davis, University Extension

Larry Dahms, Executive Director
Metropolitan Transportation Commission

Elizabeth Deakin, Director
University of California Transportation Center

Phil Dow, Executive Director
Mendocino County Organization of Governments

Charles Field, Executive Director

Dan Beal, Manager
Public Policy & Program
Automobile Club of Southern California

Laura Cohen, Director
State Policy
Rails to Trails Conservancy

Maria Contreras-Sweet, Secretary
California Business, Transportation & Housing Agency

James Corless, California Director
Surface Transportation Policy Project

Dana Curry, Director
Transportation & Resources
California Legislative Analyst's Office

Karen Douglas
Office of Special Project
California Highway Patrol

John Ferrera, Assistant Secretary for Transportation
California Business, Transportation & Housing Agency

Joanne Freilich, Program Director
UCLA Extension, Public Policy Program

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Amador County Transportation Commission

Jonathan Gifford, Associate Professor
Public Management & Policy
George Mason University

Genevieve Giuliano, Professor
University of Southern California

Jim Gosnell, Director
Planning and Policy
Southern California Association of Governments

Douglas Jackson, Senior Program Assistant
Great Valley Center

Hans Johnson, Research Fellow
Public Policy Institute of California

Daniel Kirshner, Senior Economic Analyst
Environmental Defense Fund

Stephen Levy, Director & Senior Economist
Center for the Continuing Study of the California
Economy

Richard Lyon, Senior Legislative Advocate
California Industry Building Association

Dean Misczynski, Director
California Research Bureau

Stan Randolph, Transportation Planning
Consultant
California Trucking Association

Michael Ritchie, Division Administrator
Federal Highway Administration

Rusty Selix, Executive Director
California Association of Councils of Government

Brian Taylor, Assistant Professor, Urban Planning
Associate Director, Institute of Transportation
Studies, UCLA School of Public Policy

Emily Tibbot, Government Relations Advisor
The Nature Conservancy

Martin Tuttle, Executive Director
Sacramento Area Council of Governments

Mel Webber, Professor Emeritus
University of California, Berkeley

Laura Gipson, Interim Deputy Director
Operations and Maintenance
Sacramento International Airport

John Glover, Director
Office of Strategic & Policy Planning
Port of Oakland

LeRoy Graymer, Founding Director
UCLA Extension, Public Policy Program

Norm King, Executive Director
San Bernardino Associated Governments

Jeff Loux, Program Director
Land Use and Natural Resources Program

Lawrence Magid, Deputy Secretary
California Business, Transportation & Housing Agency

Michael Meyer, Professor and Chair
Georgia Institute of Technology
School of Civil and Environmental Engineering

Jeff Morales, Director
California Department of Transportation

Pete Hathaway, Chief Deputy Director
California Transportation Commission

Sandra Rosenbloom, Director
University of Arizona
Drachman Inst. For Land & Regional Dev.
Brian Smith, Deputy Director Planning
California Department of Transportation

Joan Sollenberger, Chief
Division of Transportation Planning
California Department of Transportation

Martin Wachs, Director
Institute of Transportation Studies
University of California, Berkeley

Linda Wheaton
California Department of Housing and Community
Development

The California Transportation Futures Conference was held on June 21 and 22, 2001, at Universal City. The conference explored strategies to address California's future transportation challenges. Over 200 attendees had an opportunity to gain insight from and respond to national transportation experts. Caltrans sponsored scholarship and subsidized transportation costs for high school students and representatives from non-profit and community based organizations to participate in the event.

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Issues addressed included:

- ❑ Economic Change in California
 - ❖ Impacts on Transportation
 - ❖ Getting Goods to Market
- ❑ Serving Our Many Populations
 - ❖ Equity Issues in Transportation Policy
 - ❖ Transportation Planning and the Aging in California
 - ❖ Working Far From Home: Transportation and Welfare Reform in the Ten Big States
 - ❖ The California Saving and Asset Project
 - ❖ Reconsidering Social Equity in Public Transportation
- ❑ Sustainability Strategies for Protecting Natural Resources While Enhancing and Maintaining Mobility
 - ❖ Protecting Quality of Life through Policy Harmonization and Incentives
 - ❖ San Joaquin County Multi-Species Habitat Conservation and Open Space Plan
- ❑ Developing and Maintaining High Performance Transportation Systems
 - ❖ New Operations Management
 - ❖ Measuring Performance and Progress in Transportation
- ❑ Financing Transportation System for California's Future
 - ❖ Financing Transportation in California, Strategies for Change

The third event was a two-day policy advisory retreat held at Cal Poly Pomona University on November 15 and 16, 2001. The purpose of this meeting was to gain input from California's policy leaders and key stakeholders on the draft policy concepts contained in the CTP. The concepts were prepared as based on a six-month public participation and outreach effort conducted (Appendix IV). During this period, numerous workshops and meetings were conducted throughout the state to gain broad-based input on the vision, goals and strategies designed to sustain California's economy and environment, and to equitably address the transportation needs of a growing and increasingly diverse population.

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Participants included:

Robert Arnold, Senior Economist
Center for Continuing Study of the California
Economy

Arthur Bauer, Principal
Arthur Bauer & Associates

Robert Cervero, Professor
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Terry Roberts, Director
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Rusty Selix, Executive Director
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University of Southern California

John Keller, Senior Planner
California Highway Patrol

Charles Oldham, Deputy Director
California Transportation Commission

Robert Poole, Director
Transportation Studies
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Kenneth Ryan, Chair
Transportation Issues
Sierra Club of California

Timothy Schott, Association Secretary
California Association of Port Authorities

Brian Taylor, Associate Professor
Department of Urban Planning
UCLA, School of Public Policy & Social
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Jeff Weir, Air Pollution Specialist
Air Resources Board

Paul Zykovsky, Director Land Use
Local Government Commission

APPENDIX IV

PUBLIC PARTICIPATION PROGRAM

DEVELOPMENT AND PURPOSE

As a state entity, Caltrans is required to adhere to federal and state statutes that help to ensure broad and diverse public participation. Beyond the legal requirements, Caltrans is committed to ensuring that the many voices of our state are given opportunities to be heard during the early development of the CTP.

In Spring 2001, Caltrans initiated a public participation program to solicit transportation system stakeholders and users comments and concerns prior to drafting the plan. Once the draft CTP is approved for release, Caltrans will distribute the draft CTP for review, and solicit comments through public hearings, meetings, interviews, electronic mail, and the postal service. The following describes the pre-draft public participation program.

Preparation for an aggressive public participation effort included researching federal requirements, reviewing other agencies and other states' public participation programs, establishing a multi-discipline team charged with developing guidelines for the CTP and its supporting public participation program. Additionally, Caltrans formed a customer survey team and contracted with a private consultant to develop and execute an effective customer survey.

These efforts, comprised of the following components, resulted in a successful CTP public participation program that was broad, diverse, cooperative, and informative:

A. FEDERAL TITLE VI INFORMATION

The Code of Federal Regulations, Federal Title VI, requires states to conduct a broad and diverse outreach, with an emphasis on traditionally underserved groups. Attendance at state public meetings must be documented and is subject to audits by federal and state Title VI representatives. Caltrans developed a Title VI information card to collect voluntary information regarding the participants' gender, age, ethnicity, income, first and second language, disability, and zip code. Participants were also asked if they represented a low-income, minority, or persons with disabilities organization. This information is stored in a database and available for reports when needed.

B. CUSTOMER SURVEY

The CTP customer survey was comprised of two elements, 1) a series of focus groups, and 2) a random statewide telephone survey.

Focus Groups

The series of partner and customer focus groups perhaps provided the most productive public participation effort out of the many techniques used to develop the CTP. Specific focus groups were established by public agency, ethnicity, income, mode of travel, age group, traveling conditions, and other specific categories.

Participants in the transportation customer focus groups were provided financial incentives to participate, and compensation for a meal, daycare, and transportation to the sessions. In addition, the sessions for transportation customers were generally held in the evenings to accommodate work or school schedules.

A total of 54 completed focus group sessions with 10 to 15 participants were held throughout the state, in urban and rural settings. Recruitment was done at random, generally in neighborhoods close to the facility site. In addition to English, focus groups were conducted in Spanish and Asian languages.

A professional consultant facilitated all of the focus group sessions. A series of general transportation topics, used for each focus group session, were explored to test participants for reaction and opinions. Focus group input was categorized into themes, prioritized and used to develop questions for the telephone survey. The participants expressed concern about the following top four areas:

- ☐ Participants felt that traffic congestion will worsen over the next 20 years.
- ☐ Participants felt that land-use decisions affect transportation.
- ☐ Participants felt the transportation system lacks modal connectivity.
- ☐ Participants felt better coordination is needed in transportation planning among federal, state, and local levels.

Telephone Survey

Caltrans conducted the statewide customer telephone survey to enable quantifiable analysis of the focus group themes. To conduct regional survey analysis, we divided the state into eight geographically unique areas:

- ☐ Region 1: Eastern California (the Sierras, deserts)
- ☐ Region 2: North Valley (Lassen, Quincy)
- ☐ Region 3: Sacramento/Stockton Area
- ☐ Region 4: San Joaquin Valley (Fresno, Bakersfield)
- ☐ Region 5: San Francisco Bay Area
- ☐ Region 6: California Coast (San Luis Obispo, Eureka)
- ☐ Region 7: Los Angeles Basin
- ☐ Region 8: San Diego Area

To ensure equal input into the survey results, 400 completed surveys were required in each region, for a total of 3,200 completed surveys statewide. Calls were placed at random to residences in each region. If the first attempt at response was unsuccessful, additional calls were made to the same residence at different times of the day to ensure adequate

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opportunities to respond. On-call translation services were available in the event respondents did not speak English as a primary language.

As with the focus group results, the telephone survey results were compiled and tabulated. The table below lists key findings received from the majority of the residents surveyed and how they served to shape the Goals identified in the CTP:

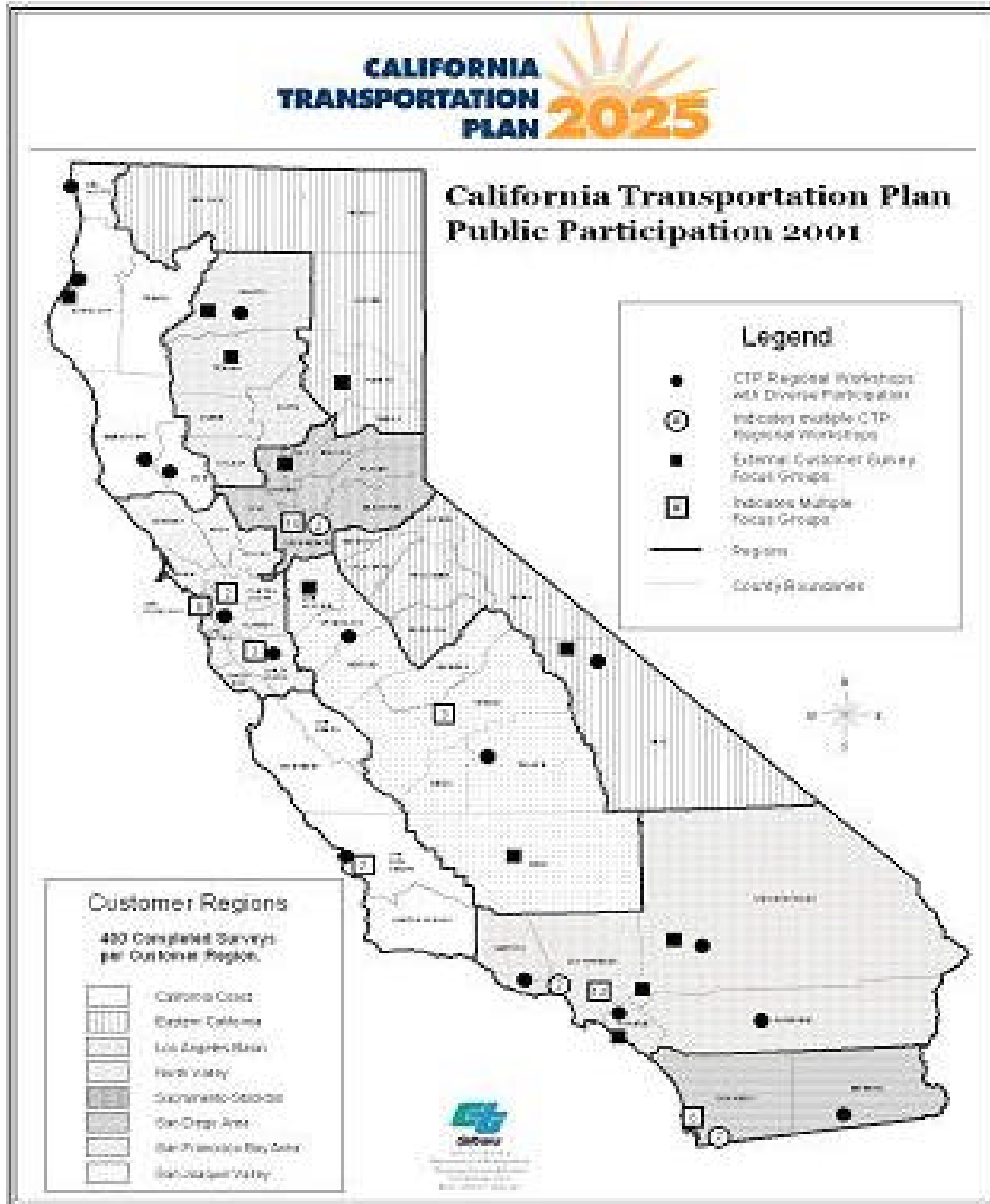
Survey Findings	CTP Goal
Traffic congestion will be a major problem in the future; make systems connect better	Improve mobility and accessibility.
Coordinated community planning is needed to help address poor land use.	Reflect community values
Road repair and maintenance will be a major problem in the future.	Preserve the transportation system.
Feeling safe and secure while traveling is the highest priority.	Enhance public safety

C. CTP REGIONAL WORKSHOPS

The first phase of public participation input into the CTP concluded with twenty-four CTP regional workshops. As with the customer survey focus groups, the CTP regional workshops were conducted throughout the state.

Regional transportation planning agencies and Caltrans district planning staff co-sponsored the regional workshops. The general format for the workshops allowed for smaller, multiple breakout sessions or town hall formats to discuss transportation issues of interest to the participants and their communities. Workshops were held during the day, evening hours, and on weekends, in regional transportation offices, business conference facilities, on college campuses, and at community centers.

The CTP regional workshops were well attended, with representatives from federal, state, and local governments, transportation advocacy and provider groups, business and demographic group representatives, and system users. Generally, the input received on transportation issues from the CTP regional workshops substantiated the results received from the customer focus groups and customer telephone survey.



D. MATERIALS AND MEDIA

Caltrans created a web page to inform the public about CTP activities, a calendar of events and to solicit input on the draft goals and strategies. This web page was translated into Spanish and made available in text format to reach out and accommodate the needs of our diverse customers.

The website is directly linked to an e-mail address for anyone interested in sending comments regarding the CTP. Future products relating to the development of the CTP such as newsletters, draft documents, etc. will be posted on this website. The address for this page is: www.dot.ca.gov/hq/tpp/Offices/OSP/OSP.htm

Brochure and Questionnaire

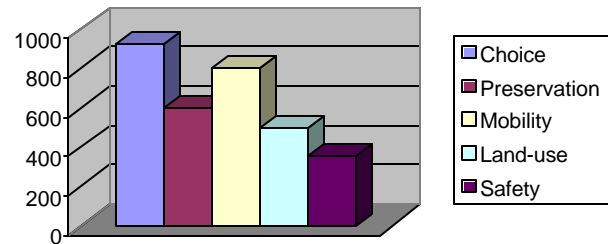
Caltrans developed the introductory brochure, “Tell us ... Where do we go from here?” The brochure included a detachable postage paid questionnaire providing the system user an opportunity to voice their opinion and to prioritize important transportation issues.

In addition to English, the brochure/questionnaire was available in Spanish, Chinese, and Vietnamese, and was transcribed to Braille to allow for diverse participation. Over 22,000 copies were distributed during Summer 2001, at workshops, database mail-outs, meetings, transit facilities, and newspaper mailings.

District 5 Caltrans staff, San Luis Obispo, partnered with Amtrak to provide a transportation information booth at the Mid-State Fair. Staff distributed over 500 brochures and questionnaires during the event.

Figure 6

Most Frequent Questionnaire & Comment Card Responses



Workshop Comment Card

Staff distributed return-addressed and postage-paid comment cards at workshops and meetings. Participants were encouraged to complete the card during the event or post them at a later date. They were also encouraged to take comment cards to share with friends and family. The comment card gave transportation system users an opportunity to submit their concerns and to provide contact information for inclusion in our CTP public participation database.

To date, we have received over 1,100 comment cards and questionnaires expressing transportation users concerns and recommendations regarding the state’s transportation system. Respondents were asked to name their three top areas of concerns. The top five are shown in the figure above.

Media

Caltrans prepared news releases informing the public about upcoming CTP workshops, including date, times, and locations. These news releases were widely distributed through newspapers ads, public notices, radio, and TV. Ethnic media such as La Voz Latina, The Lang Magazine, Hispanic Business Journal, KEST-AM Chinese World Radio, Azteca News, etc. were also notified. Additionally, Caltrans staff participated in radio and newspaper interviews prior to and during the regional workshops.

CTP Public Participation Database

Caltrans developed a database to capture contact information about our customers and partners interested in the development of the CTP. The database allows for the recording of comments received through brochure questionnaires, comment cards, e-mails, letters, and public events. The database will help Caltrans answer the “who, what, when, where, and how” comments received. The database contains nearly 4,000 contacts and will be expanded during the draft CTP public review and comment period.

E. RURAL CITIES AND SURROUNDING RURAL AREA ISSUES

Caltrans is committed to developing a CTP that represents the views of all Californians, including those residing in the rural areas of our state. The importance placed on public participation from rural areas was demonstrated by:

- ❑ CTP External Customer Survey Focus Groups – held in Quincy, Eureka, Bakersfield, Marysville, Bishop, Red Bluff , Redding, and Victorville.
- ❑ CTP External Customer Telephone Survey – Four of the eight telephone survey regions were predominately rural in composition. With 400 completed telephone surveys per region, each region had an equal voice in providing quantifiable input into the survey results.
- ❑ CTP Regional Workshops – 11 of the 22 CTP Regional Workshops were held in rural cities, allowing rural residents the opportunity to provide input into the draft CTP goals, issues, policies, and strategies.
- ❑ CTP commentary from rural regions – approximately 25 percent of the comment cards, questionnaires, letters, and e-mails were submitted by residents in rural towns or surrounding rural areas.

The input received from rural region’s public participation efforts was critical in shaping the Rural Issues section of the CTP.

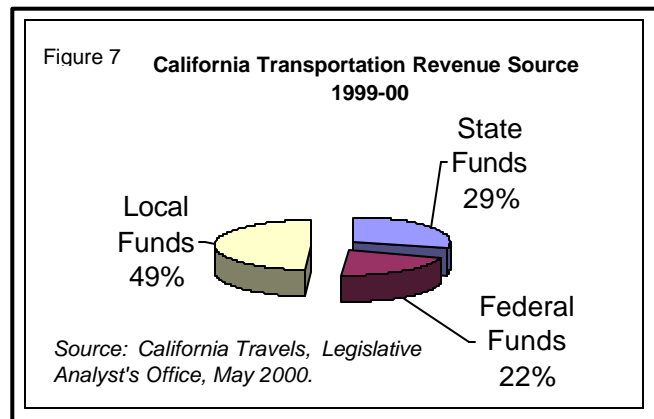
APPENDIX V

TRANSPORTATION REVENUE AND EXPENDITURES

REVENUES

According to the Legislative Analyst's Office, in Fiscal Year 1999-2000, California spent about \$15.5 billion in public funds on transportation.¹ In addition, the private sector spends billions of dollars to purchase and operate the vehicles that travel over the transportation network and to build, operate, and maintain privately owned railroads, ports, and airports. The following provides a brief overview of public transportation fund sources and allocations.

Transportation in California is funded from a variety of state, local, private, and federal fund sources. State funds consist primarily of the state excise tax on gasoline and diesel fuels (18¢ per gallon) and truck weight fees. Additional fund sources include most of the state sales tax on diesel fuel, bond proceeds user fees, and private revenues (AB 680) and appropriations of General Fund revenue. Until recently, only a small portion of the state sales tax on gasoline was allocated to transportation. In 2000, the Governor's Traffic Congestion Relief Program (TCRP) dedicated the state's portion of the sales tax on gasoline to transportation purposes for five years. The TCRP is discussed further in Appendix VI.



Californians approved Proposition 42 in March 2002. This measure places in the State Constitution provisions of current law related to TCRP requiring that from Fiscal Year 2003-04 to 2007-08, gasoline sales tax revenues be used for specified transportation purposes. In addition, the measure requires that starting in 2008-09, the gasoline sales tax revenue continue to be used for state and local transportation purposes. The measure will generate approximately \$1.3 - \$1.5 billion per year, and will be allocated as follows:

- ☐ 20 percent to public transportation
- ☐ 40 percent to transportation improvement projects funded in the State Transportation Improvement Program (STIP)
- ☐ 40 percent to local streets and roads improvements, with half the amount allocated to cities and half allocated to counties.

Federal transportation funds are apportioned to California based on the state's contribution to the federal Highway Trust Fund through federal taxes on transportation fuels. Federal excise tax on gasoline is 18.4¢ per gallon, 24.4¢ on diesel, and 3.4¢-9.8¢ on gasohol.

¹ California Travels - Financing Our Transportation, Legislative Analyst's Office, May 2000.

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The state receives about 65 percent of the revenues from the state gasoline and diesel excise taxes, while cities and counties receive about 35 percent for local streets and roads. The state's share, along with truck weight fees, are deposited in the State Highway Account.

In accordance with California State Constitution Article XIX, state gasoline tax monies may only be used to plan, construct, maintain, and operate public streets and highways; and to plan, construct, and maintain mass transit tracks and related fixed facilities. Gasoline tax revenues cannot be used to operate or maintain mass transit systems or to purchase or maintain rolling stock (trains, buses or ferries).

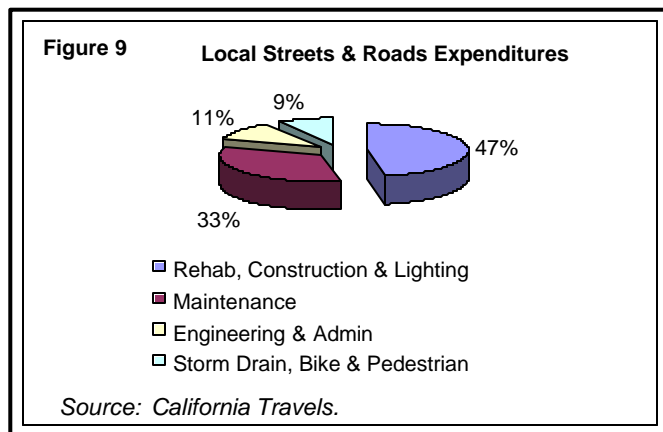
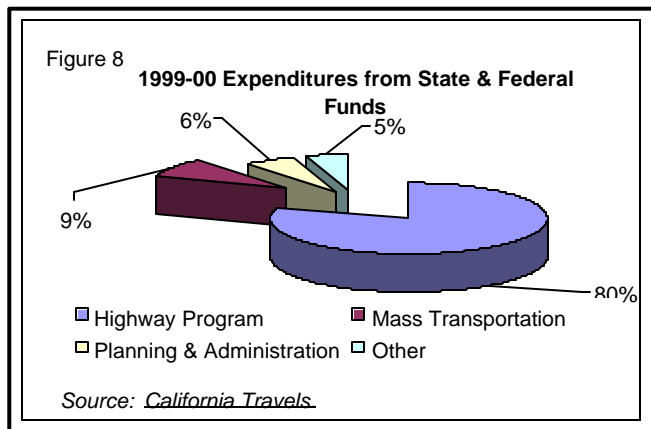
Local funds constitute about half of all public funds spent on transportation. Over one-third of local funds for transportation are derived from optional local sales taxes on all sales and dedicated for transportation purposes, the balance is made up from the Local Transportation Fund, transit fares, fees, assessments, and other local funds.

EXPENDITURES

Approximately 80 percent of state transportation expenditures are allocated to maintaining, rehabilitating, operating and improving the highway system. Mass transportation constitutes about 9 percent of total state transportation expenditures, planning and administration 6 percent, and the balance is directed to equipment and the Aeronautics Program.

About half the highway expenditures are for capital outlay projects and another 15 percent for project design, engineering, and environmental review. Local Assistance constitutes about 17 percent of highway expenditures and maintenance 12 percent.

Funding for the four-year State Highway Operation and Protection Program (SHOPP), and ten-year Plan, comes off the top of the capital outlay portion. SHOPP projects are limited to capital improvements relative to maintenance, safety, and rehabilitation of the state highways and bridges that do not add a new traffic lane to the system. The updated SHOPP adopted by the CTC in May 2000 identifies \$11 billion in rehabilitation and operations projects over the next ten years.



The balance of the capital outlay category funds the STIP. STIP funding is allocated 25 percent to Caltrans for the inter-regional road system and intercity rail, and 75 percent to the regional transportation planning agencies.

Nearly half of local street and road expenditures are spent on street rehabilitation, construction, and lighting

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projects. Maintenance receives about one-third of the annual expenditures, engineering and administration account for about 11 percent, and storm drain repair, pedestrian, and bicycle facilities receive the remaining 9 percent.

ENFORCEMENT

In addition to fuel taxes, Californians pay vehicle registration fees and driver license fees in order to operate vehicles. Revenue generated from these fees can only be used for the state administration and enforcement of traffic and vehicle laws. The 2000-01 budget included \$1.2 billion for traffic enforcement purposes, 70 percent of which support the California Highway Patrol.

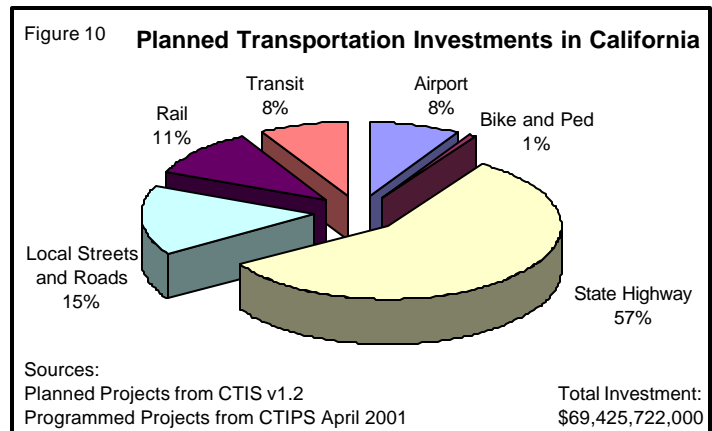
APPENDIX VI

PLANNED PROJECTS

20-YEAR TRANSPORTATION PLANS

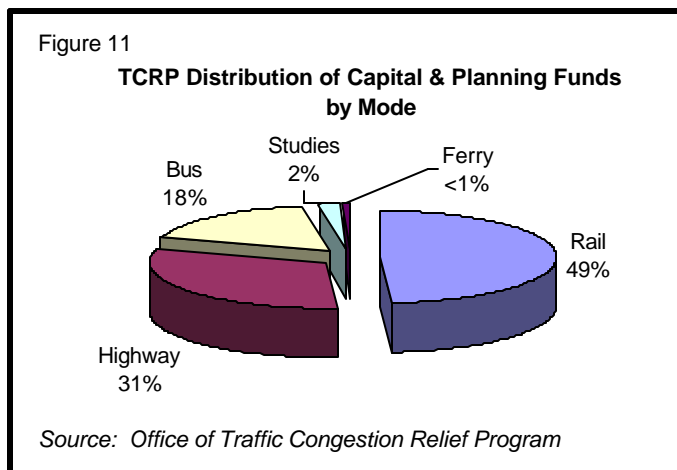
The California Transportation Investment System database (described in this Appendix) includes planned projects taken from the Regional Transportation Plans approved as of January 2000 and projects from state level system plans, including the Interregional Transportation Strategic Plan and California Aviation System Plan. Combined with project data from the 2000 State Transportation Investment Program and State Highway Operations and Protection Program, just under \$70 billion in investment is planned for the transportation system within the next 20 years.

The following chart displays percentage of investment by project type. Fifty-seven percent of the investment is planned for the state highway system and, when combined with the local streets and roads projects, totals to 72 percent of all investment targeted to California's roadways.



GOVERNOR'S TRAFFIC CONGESTION RELIEF PROGRAM

In July 2000, Governor Gray Davis signed Assembly Bill 2928 (Chapter 91 Statutes of 2000), implementing the TCRP. The plan's purpose is to relieve congestion, improve goods movement, and provide intermodal connectivity. As enacted, the plan provides \$5 billion in new funds to 141 high priority projects and another \$1.4 billion for local streets and road maintenance, transit operations, and STIP projects over seven fiscal years. The 141 projects focus on the most congested corridors in the state and include highway, transit, and rail projects.



Funds for the Traffic Congestion Relief Program are from the state sales tax on gasoline that normally goes to the General Fund. These funds are not subject to State Constitution Article XIX restrictions, as discussed in Appendix IV.

The Governor's Traffic Congestion Relief Program provides funding for projects as follows:

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1. *To “jump start” projects that currently lack funding.* Funds provided will enable studies to begin and secure project consensus. Completion of studies, better scope definition, and consensus obtained will facilitate securing the remaining funding needed to implement each project.
2. *To fully fund projects so that the project may be implemented or construction can begin.* Full funding will accelerate the implementation or construction of a project by making funding available earlier than it may have been otherwise. This includes funding the design phase so that design can be completed, or providing funding to secure the needed right-of-way for a project.
3. *To provide funds for projects that would be restricted by or difficult to pursue due to Article XIX.* Because the sales tax on gasoline is not subject to the restrictions of Article XIX, the Traffic Congestion Relief Program funds are more flexible and therefore can be used for the purchase of buses and rolling stock.

APPENDIX VII

ONGOING WORK

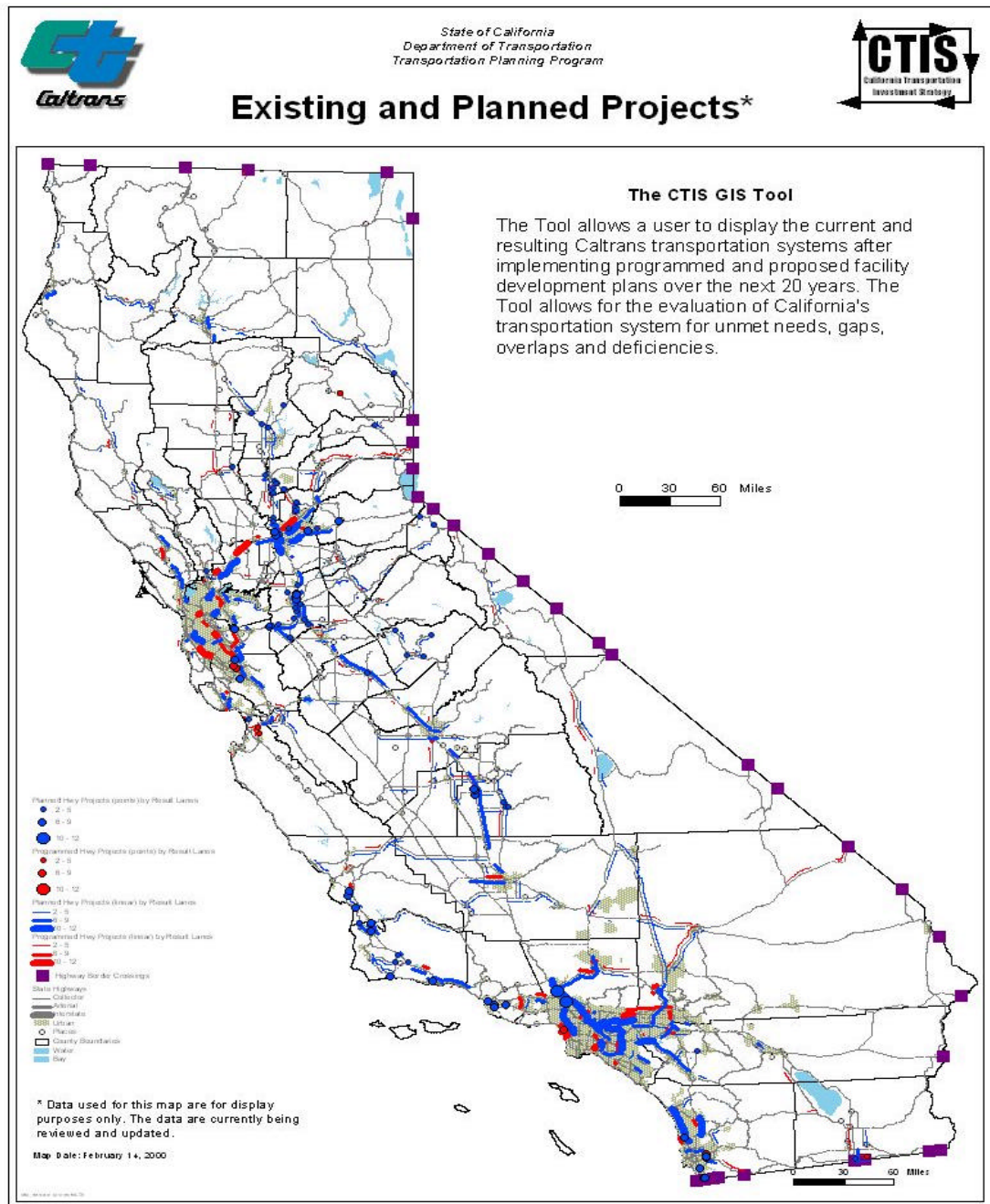
A. CALIFORNIA TRANSPORTATION INVESTMENT SYSTEM GEOGRAPHIC INFORMATION SYSTEM TOOL

Background

In December 1998, as a first step in initiating the update of the CTP 2025, a team comprised of Caltrans staff and regional partners identified the need to integrate existing long-range plans of both Caltrans and regional transportation planning agencies by creating a Geographic Information System (GIS) tool of the current and planned transportation system. The resulting product is a customized ESRI ArcView project co-developed by Caltrans' Office of State Planning (OSP) and the GIS Services Branch of the Division of Transportation System Information, with input from both a policy and a technical advisory committee comprised of internal and external partners. In January 2001, the first official version (v1.1) of the California Transportation Investment System (CTIS) GIS tool was released, along with supporting documentation including a user's guide, data dictionary, and metadata. The tool was posted to Caltrans' website in May, making it available for downloading by external agencies.

Purpose

The goal of the CTIS tool is to present a comprehensive map of transportation projects in progress and planned in the next 20 or more years by the state and our regional transportation planning partners on California's transportation system. The tool maps highway, local road, rail, and airport projects. Bicycle, pedestrian, and planning projects are also included within the tool, but are not mapped.



The CTIS tool can be used to view spatial data and perform basic analyses on the transportation projects, such as total dollars to be invested on highway facilities by project purpose. This sketch level tool also serves as a communication tool facilitating initial dialogues between agencies regarding what is planned in a given geographic area. CTIS is intended to improve decision-making by assisting Caltrans and regional planners in identifying and assessing gaps, overlaps, and inconsistencies in planned transportation projects, and opportunities for improved timing and coordination of projects, as well as providing a comprehensive representation of existing system plans as input to the CTP 2025 and subsequent Plan updates.

Project Status

After the tool's release in January 2001, a statewide marketing campaign was launched to present the tool to internal staff and staff from partnering agencies. These presentations culminated in the formation of a workgroup, comprised of regional transportation planning agency representatives and staff from related Caltrans divisions to develop an update process and cycle for the tool data, and to make recommendations to better integrate various project-related databases and improve compatibility of GIS data and tools.

While the long-term update process is being designed, staff has developed a relational database to update the tool's programmed project data with the 2000 STIP projects. This update, which is near completion, will result in version 1.3 of the tool.

Near Future and Ultimate Vision

Following the release of version 1.3, the update of the planned project data will be initiated. The regional transportation plans (RTPs), the source of the majority of the planned projects, are currently in the process of being updated to reflect the new requirements contained in the RTP Guidelines released last year. The project data from these new RTPs will be entered into the CTIS database as they become available. Project data from state level system plans, including aviation, interregional, and passenger and freight rail projects will also be added.

The ultimate vision of the tool is that it will be web-based, allowing access without the necessity for the user to have GIS software. It will be possible for the owners of the project data to update the tool's attribute (or descriptive) data, spatial (location) data, and even the project location by simply "pointing and clicking" on a map. The tool will be dynamically linked to other Caltrans databases, such as the California Transportation Improvement Program System (CTIPS) database of programmed projects, allowing users to access up-to-date information. The tool will display location of all modes of projects, including bicycle, pedestrian, and transit projects, which are currently only viewable in table format. Also, local roadway and rail projects will be displayed as linear events (with to and from locations) rather than as a single point (at the main facility and cross street).

B. CALIFORNIA TRANSPORTATION PLAN TRENDS AND DEMOGRAPHIC STUDY

The objectives for the California Transportation Plan Trends and Demographic Study were to identify trends and population changes that will affect California's transportation system, travel behavior, and the development of policies and strategies. The findings were based upon emerging social, economic, and business trends, and California's projected demographic composition and distribution as derived from the 2000 National Census. The results of the study will assist transportation planners and providers to develop strategies to address California's transportation needs in ten and twenty years (2015 and 2025). The project included issue papers, a final report, and a Geographic Information System tool to geographically display the projected population changes. The study was completed in Fall 2002.

University of California, Berkeley Professor Elizabeth Deakin developed the background papers for the first phase of the study. The trends identified in these papers included increases in automobile usage and ownership, population growth, and an increasing proportion of younger and older Californians. Other issues that were discussed in the papers are housing location, employment patterns, technological advances, freight

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transportation, and environmental considerations. The issue papers are posted on the University of California Transportation Center's website at: www.uctc.net/trends/.

The research team conducting the remainder of the study was led by Professors Randall Crane and Abel Valenzuela from the University of California, Los Angeles, Christopher Williamson from the Solimar Research Group, and University of Southern California Professor Dowell Myers. This phase of the study involved examining population changes and analyzing transportation trends and issues that will impact California over the next 20 years.

During the first part of this phase, tract level population projections were prepared for the years 2015 and 2025. These projections were generated using existing demographic data and the 2000 Census, in conjunction with demographic projections from the Department of Finance and Metropolitan Planning Organizations. The population projections were then mapped using a Geographic Information System program.

Additionally, the research team examined supplemental data to enhance the knowledge of the relationships between race, ethnicity, transportation choices, and immigrant status. This included consideration of specific segments of the labor market such as domestic workers, day laborers, and migrant farm workers.

After the data was assembled, the research team formulated and calibrated a statewide travel demand model. The model considered population changes, travel behavior, and land-use patterns to illustrate possible demand levels on California's transportation system in 2025.

Caltrans will continue to update and enhance the data as information is made available from the 2000 Census and other sources.

C. THE 2000 – 2001 STATEWIDE TRAVEL SURVEY

Caltrans maintains a statewide travel database which is used to estimate, model, and forecast travel throughout the State. The database is periodically updated with information gathered from statewide household surveys and in conjunction with the national census. Caltrans, working with the consulting firm NuStats, recently completed an extensive 2001 statewide travel survey that acquired travel and socioeconomic data on 17,000 California households selected at random through telephone interviews. This origin and destination study provides transportation planners, analysts, and engineers with a comprehensive perspective of where trips start and end. It can be compared to the data collected in the 1991 Travel Survey to examine regional and statewide changes in trip rates per household and per vehicle, travel mode, trip length information, and vehicle occupancy rates.

D. JOB ACCESS AND REVERSE COMMUTE STUDY

A study entitled “Job Access and Reverse Commute in California: Markets, Needs, and Policy Prospects” is underway to determine the impacts of decentralization of employment on urban residents. The study, conducted by the Institute of Transportation Studies, University of California, Berkeley, will evaluate the level of demand for reverse commute transportation services, the spatial patterns of trip-making, the socio-demographic breakdown of reverse commuters, commuter mode choice, and institutional factors in large and small metropolitan areas and rural counties.

APPENDIX VIII

CALIFORNIA COMMISSION ON BUILDING FOR THE 21ST CENTURY

INVEST FOR CALIFORNIA STRATEGIC PLANNING FOR CALIFORNIA'S FUTURE PROSPERITY AND QUALITY OF LIFE

In 1999, Governor Gray Davis established a 48-member Commission on Building for the 21st Century through an Executive Order. The Commission, co-chaired by Maria Contreras-Sweet, Secretary, BT&H, and Cruz M. Bustamante, Lieutenant Governor, was charged with exploring infrastructure issues that affect tens of millions of Californians each day.

The Commission evaluated the eight building blocks of California infrastructure:

- | | |
|--------------------------|---------------------|
| ❖ Educational facilities | ❖ Public facilities |
| ❖ Energy | ❖ Technology |
| ❖ Housing | ❖ Transportation |
| ❖ Land-use | ❖ Water. |

It also identified the challenges of financing infrastructure and provided new options. The Commission's report is available at: <http://www.bth.ca.gov/invest4ca/>

The draft CTP is consistent with the Commission's findings and recommendations for transportation. Additionally, the Commission's Transportation Committee developed the following set of criteria and performance measures for evaluating transportation proposals, geared toward improving project delivery and maximizing investments. The criteria are listed in alphabetical order.

Congestion Relief: The extent to which the project would reduce commute travel times and costs of delay in urban areas during the rush hour peaks.

Connectivity: The extent to which the facility bands and coordinates with other transportation facilities, various transportation modes, user needs (such as pick-up and drop-off points), non-transportation facilities, other regions of the state, and international and national trade routes.

Convenience/Comfort: Factors include the ability of the traveler to get to the facility at the beginning of the trip and continue to travel (if necessary) after exiting the facility; enjoyability of the travel; comfort on the facility; privacy; noise; odors; protection from heat, cold, rain, etc.; and the ability to perform functions other than operating the vehicle during the trip (such as reading, using a computer, conversing, listening to music, watching television, using the telephone, etc.).

Cost: The internal and external costs to the public for planning, designing, constructing, maintaining, operating, and using the facility. The present value of any future cost and whether other sources of funding could be obtained and leveraged to increase the overall investment.

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Efficiency: The effectiveness of the facility as measured by its use, such as cost per trip, time or speed per trip, cost per person or person-mile, cost/speed of goods movement, reliance on other facilities, etc.

Evolving Technology: The extent to which the facility can be enhanced and improved in the future if anticipated new technology is developed; the feasibility or probability of such technology being developed, the cost of developing or applying such technology, and the extent to which such technology will improve or add benefit to the facility.

Flexibility: The continued usefulness of the facility based on ability to adjust to changes in future transportation needs, destinations, modes, and facilities; environmental considerations, and ability to move one or a number of people and goods.

Individual Mobility: The facility's ability, by itself or in coordination with other facilities, to enable the individual traveler to go where and when he/she wants, with or without luggage or equipment, including the ability to engage in side trips or multiple stops for varying lengths of time.

Longevity: The extent to which an incremental capital, operational, or maintenance investment can extend the useful service life of a facility; forestall the need for its replacement and thus reduce future capital outlay costs and system degradation.

Potential Future Disruption: Sensitivity and susceptibility of the facility to labor stoppages, sabotage, earthquakes and other natural disasters, future fuel or material shortages, deterioration, maintenance problems and cost versus durability, etc.

Project Delivery: The steps that would be required to implement the project from planning through post-construction operation, the feasibility or likelihood of ultimate implementation, and the elapsed time until the facility is usable.

Public Acceptance: The extent to which the public supports, accepts, is concerned about, or opposes the mode of transportation, the cost, the funding mechanism, or other factors.

Quality of Life Impacts: The extent to which the facility adds to or reduces air and other pollution, its appearance, its contribution to improved or deteriorating quality of life, its contribution to economic growth, and other opportunities.

Safety: Personal and vehicular safety in accessing the facility at the start of the trip and traveling on at the end of it; safety of the vehicle/facility from accidents and other hazards; and safety of the individual traveler while using the facility.

Speed/Travel Time: The total time required for individuals to begin and end their trips, including waiting and travel time for connecting facilities. This should be compared to the total travel time if the facility is not constructed and/or if another alternative facility were implemented. Total trip time, not just time spent on the proposed facility, should be evaluated.

Use of Existing Capacity: The extent to which the facility adds to or enhances existing facilities and increases the usage of underutilized facilities.

APPENDIX IX

GLOBAL GATEWAYS DEVELOPMENT PROGRAM SUMMARY

The Global Gateways Development Program is a reflection of stakeholder perspectives on the urgency and options to facilitate the movement of goods in California. The report suggests that goods movement is an economic and transportation priority and calls for actions to enhance the capacity and improve the efficiency of California's global goods movement system.

The plan focuses on facilities that deal with the highest freight volumes and transportation challenges including: international airports, seaports, trade corridors, border crossings, major intermodal transfer facilities, and goods movement distribution centers. A major objective of this program is to identify goods movement projects with the greatest transportation, economic, community and environmental benefits that would be targets for state, federal, regional, local, and private funding.

The program is designed to generate discussion among policy makers, the transportation industry, and the public so that the state's most pressing transportation and community livability problems can be solved.

THE BENEFITS

The program's potential benefits are substantial. More than 1 in 7 jobs in California are tied to domestic and international trade. By reducing congestion and delay, the program will improve and provide more reliable access to international and domestic markets by California's businesses, carriers, and shippers. The bottom-line will be lower transportation and inventory costs, enhanced productivity, profits, growth, and competitiveness. The consumer will also benefit from lower product costs, reduced congestion, improved safety, and greater community livability.



Not only will Californians benefit from the program, but its impacts will be felt nationally. California's global gateways, such as the ports of Los Angeles, Long Beach, and Oakland, international airports at Los Angeles, San Francisco, and Oakland, and its trade corridor highways, rail lines, and border crossings, represent the largest trade transportation complex in the United States. The

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nation relies heavily on this system, particularly for access to the Pacific Rim. Millions of jobs nationwide rely on California's transportation system.

THE CHALLENGES

The goods movement challenge is both substantial and immediate. Congestion and delays are mounting. The development of the state's gateway facilities and freight transportation infrastructure has not kept pace with the economic and trade growth. As a result, congestion, delays, accidents, and freight transportation costs have increased. Port container traffic and air cargo volumes are expected to triple by 2020, while overall goods movement volume is projected to jump 56 percent from 1996 to 2016. If the growing demand is not addressed, it could have dire impacts on the state's ability to remain competitive economically and drastically hurt California's ability to create new jobs and retain existing businesses. By bringing together the public and private sectors in a collaborative approach that reflects shared goals and understandings, the Global Gateways Development Program can serve as a focal point for statewide coalition building.

GATEWAY IMPROVEMENT NEEDS

Among California's top priority in global gateway issues are six ports (Long Beach, Los Angeles, Oakland, Hueneme, Sacramento and Stockton), five international airports (Los Angeles, San Francisco, Oakland, Ontario, and San Diego), and two border crossings (Otay Mesa and Calexico). Key international trade corridors identified include eight interstates, as well as substantial portions of seven others. Also identified are four U.S./State Routes and sections of eleven others, as well as the main lines of the Burlington Northern Santa Fe Railway and the Union Pacific Railroad. These support the key gateways in the origin and receipt of international trade, including the Los Angeles, San Francisco, Central Valley, and California/Mexico International Border regions.

For international airports, truck access is also a critical problem. Urbanization, ground-access limitations, air quality restrictions, and local opposition hinder expansion of California's largest airports. Both major railroads face capacity, environmental, and community-related problems. On California's highways, congestion is becoming a major challenge for commuters and truck drivers alike. The system must be maintained and expanded, and its operational efficiency must be improved, if these congestion problems are to be mitigated.

FUNDING

Most stakeholders believe that funding to improve California's gateways and goods movement system will need to come from both innovative public-private partnerships, and modifications of existing state and federal programs. California provides ongoing funding through the State Transportation Improvement Program, the State Highway Operation and Protection Program, and the California Aid to Airports Program. Existing innovative financing programs such as the Transportation Congestion Relief Program, the State Highway Account, Grant Anticipation Revenue Vehicles, the Transportation Finance Bank, and the California Infrastructure and Economic Development Bank need to be modified to be fruitful funding sources. Increases in regional participation in the funding of major goods movement projects must also occur to a much larger degree.

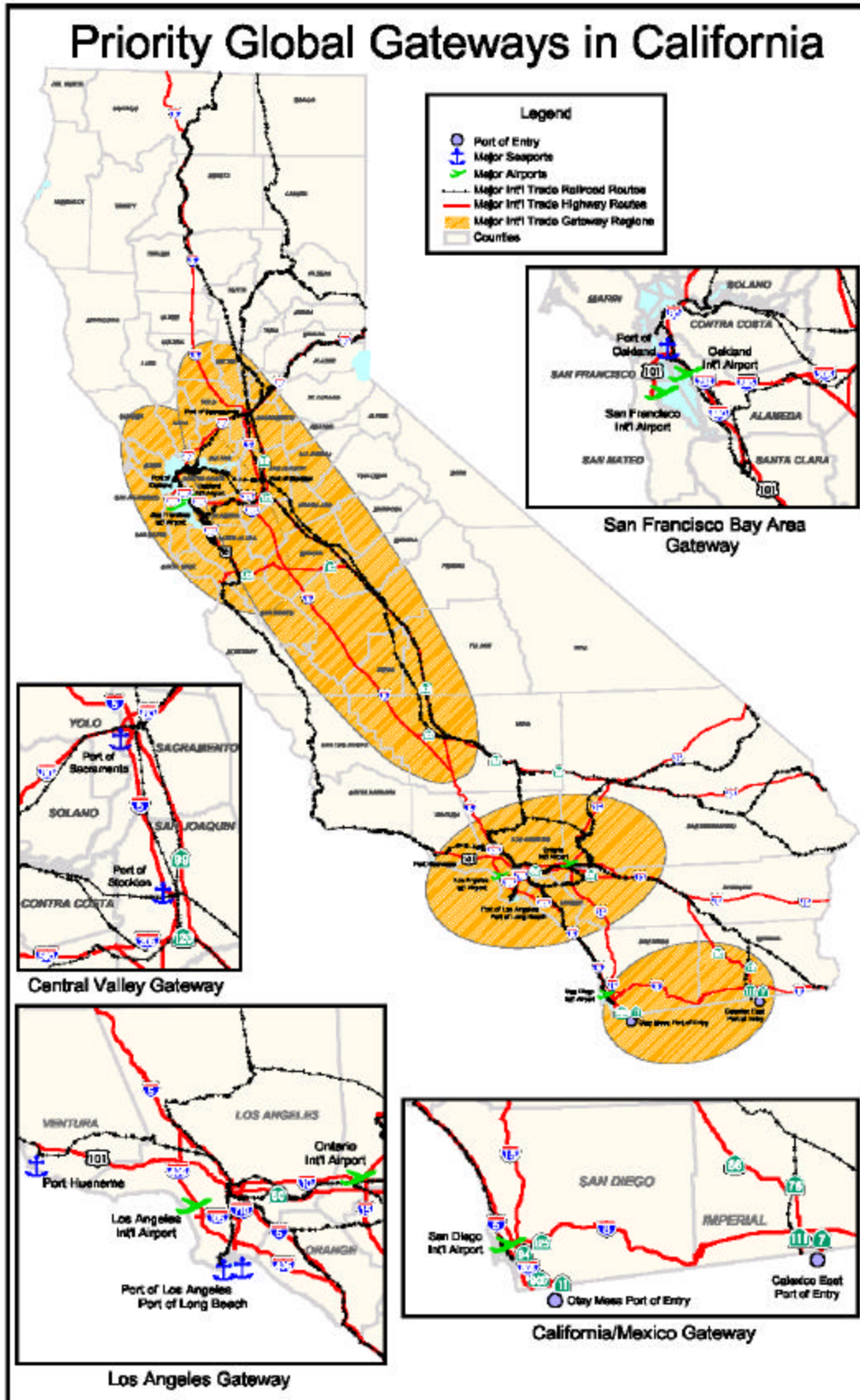
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The federal government, through the Transportation Equity Act for the 21st Century (TEA-21), provides funding that can be used for goods movement. However, in practice, only limited amounts of these funds have been used specifically for goods movement projects. Federal programs often feature restrictive eligibility requirements, rules, and other limitations.

STAKEHOLDER OPTIONS FOR GOODS MOVEMENT IMPROVEMENTS:

The stakeholders offered the following options for policy makers to consider to improve the flow of goods movement through California's gateways:

- ❑ The state, regional transportation planning agencies, and other local agencies should take an aggressive role in planning, funding, developing, operating, and maintaining critical public portions of the goods movement transportation system
- ❑ The state should also take the lead in securing federal cooperation in meeting California's goods movement needs. During the TEA-21 reauthorization process in 2003, the state should seek a stronger goods movement emphasis and greater funding flexibility in the use of traditional federal transportation funding programs.
- ❑ The state should actively pursue improving the operating efficiency of the state's major gateways. California should actively pursue the implementation of Intelligent Transportation System applications and should work as a leader, negotiator, broker, and partner to bring about other efficiency improvements.
- ❑ The state should provide greater flexibility in the use of state funds.



APPENDIX IX

REGIONAL TRANSPORTATION PLANS

Regional Transportation Planning Agencies (RTPA) are responsible for developing and adopting a 20-year regional transportation plan every three years in urban areas, and every four years in non-urban. There are 43 designated RTPAs in California. Sixteen of these are federally recognized and funded Metropolitan Transportation Organizations (MPO) with urbanized areas with population in excess of 50,000. The 29 non-urban RTPAs are funded primarily with state funds.

Regional transportation plans (RTP) are required by California Government Code Section 65080 et seq., and United States Code, Title 23, Sections 134 and 135 et seq. As per state law, each RTPA shall prepare and adopt an RTP directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. Additionally, the RTP shall be action-oriented and pragmatic, considering both the short-term and long-term time periods.

The RTP Guidelines adopted by the CTC states there should be consistency among the CTP, the RTP, and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies.

Unlike the CTP, the RTPs identify projects. The CTC cannot program projects that are not consistent with an adopted regional transportation plan.

Air quality is a major consideration in the development of RTPs. Federal legislation requires that the RTP conform to the State Implementation Plan. Conformity is demonstrated by meeting to emissions levels where they apply, to meeting other emissions tests as they apply, and by implementing transportation control measures as required by the State Implementation Plan.

Additionally, the MPOs shall provide an analysis of and consider the likely social and environmental effects upon; housing, employment, community development, land use, central city development goals, etc.

APPENDIX XI

GLOSSARY & LIST OF SELECTED ACRONYMS

GLOSSARY

Advanced Transportation Systems – Use of advanced technology to manage and operate the transportation system; provide traveler information; improve vehicle and system safety; and improve construction and maintenance. Vehicle- and infrastructure-based advanced transportation systems apply to transit and goods movement as well as privately owned vehicles.

Affordable Housing – Housing that costs no more than 30 percent of a resident's monthly-adjusted gross income. With the enactment of the National Affordable Housing Act (NAHA), state and local government officials have been challenged to devise programs that develop or rehabilitate neighborhood housing that meets that definition.

Amtrak's California Passenger Rail System 20-Year Improvement Plan – This plan, released in March 2001, calls for faster, more frequent and more convenient passenger rail service to all of the state's major population centers. It establishes goals for the state's existing and emerging rail corridors and proposes a vision enabling ridership to grow by 300 percent over the next 20 years.

Business, Transportation and Housing Agency (BT&H) – BT&H is part of the Executive Branch of California government and its Secretary is a member of the Governor's cabinet. BT&H oversees the activities of 14 departments, including Caltrans, California Highway Patrol, and Office of Traffic Safety, and has a collective budget of \$12.4 billion and more than 47,000 employees.

California Aviation System Plan (CASP) – Caltrans prepares this plan, in consultation with transportation planning agencies. The plan provides a framework to guide continuous system planning for the future development and preservation of the statewide system of airports and aviation facilities.

California Infrastructure and Economic Development Bank (CIEDB) – Created in 1994 to promote economic revitalization, enable future development, and encourage a healthy climate for jobs in California, the CIEDB operates pursuant to the Bergeson-Peace Infrastructure and Economic Development Bank Act contained in the California Government Code Sections 63000 et seq. The CIEDB is located within the California Technology, Trade and Commerce Agency and is governed by a three-member Board of Directors.

California Transportation Commission (CTC) – Established by Assembly Bill 402 in 1978, consists of nine members appointed by the Governor, which serve staggered four-year terms, and include two non-voting ex-officio members, one each from the State Senate and State Assembly. The Commission is responsible for programming and allocating funds for Capital projects throughout California. The Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs.

California Transportation Investment System (CTIS) – A spatial data viewer and basic query tool designed by the Office of State Planning (OSP) staff. The purpose of this sketch-

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level tool is to display on a map where transportation investment is currently underway (programmed) and where it is planned over the next 20 years. The Tool attempts to display all modes of transportation projects including highway, local, rail, aviation, transit, bicycle, and pedestrian.

California Transportation Plan (CTP) – Federal and state regulations require each state to develop a state plan with, at a minimum, a 20-year horizon. The plan is required to be multi-modal and comprehensive and to be developed in coordination with Metropolitan Planning Organizations, local elected officials, and Indian Tribal Governments.

Capital Outlay Projects – Projects that replace, improve, or build new facilities. Does not include operating and maintenance costs.

Clean Fuel Vehicles – Vehicles that run on sources that are certified to meet federal Clean Fuel Vehicle emissions standards. Clean fuels include alternative fuels, oxygenated fuels, reformulated gasoline, hybrid, and low-emission conventional gasoline.

Community Values – Common beliefs shared by a community as a result of relationships within families, social institutions, religious organizations, and the educational system overlaid by more general understandings defined by consensus in the broader communities of life. In reference to transportation, it is incorporating these beliefs via community input in the design and construction of transportation facilities.

Commuting Sheds – The distance measured in a radius from a center that people commute to for employment purposes.

Congestion – The FHWA definition of congestion is when an Interstate highway exceeds 13,000 vehicles per-lane-mile daily, or 5,000 vehicles per-lane-mile on principal arteries.

Context Sensitive Solutions – Context Sensitive Solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

Demographics – A broad social science discipline concerned with the study of human populations. Demographics deal with the collection, presentation, and analysis of data relating to the basic life-cycle events and experiences of people: birth, marriage, divorce, household and family formation, employment, aging, migration, and death. The demographic studies include changes in the human condition, such as health and morbidity, family systems and family structure, the role of women, the value of children, and society, culture, and institutions.

Economic Prosperity – The ability to sustain and prosper economically based upon several factors including demographics, labor force, income, inflation, real estate markets, gross state and national product, industry, exports, imports, and the overall economy.

Employment Centers – An area that provides a concentration of jobs.

Environmental Quality – Refers to the factors that affect our air, water, and land, and how much of an impact those factors have on our ability to live in clean and healthy surroundings.

Farebox Return – Refers to the revenue received from the sale of tickets from operating public transit in relation to the cost of providing the service.

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Federal Highway Administration (FHWA) – An agency of the U.S. DOT that directly administers a number of highway transportation activities including standards development, research and technology, training, technical assistance, highway access to federally owned lands and Indian lands, and commercial vehicle safety enforcement. FHWA also works in partnerships with state and local agencies to facilitate development and maintenance of state and local transportation systems of the national intermodal transportation system.

Fiscalization of Land Use – A policy environment in which land-use decisions are made mostly or entirely based on fiscal considerations, rather than with an eye toward healthy and balanced communities. In California, local governments' revenue source is largely from sales tax that influences land-use toward retail development.

Gateways – Refers to major freight gateways in California that include airports, seaports, international ports of entry, major intermodal transfer facilities, goods movement distribution centers, and trade corridors.

Geographic Information System (GIS) – An organized collection of computer hardware, software, geographic data, and personnel designed to efficiently capture, store, update, manipulate, analyze, and display all forms of geographically referenced information. GIS can help answer questions, address problems or display information relating to location, proximity, conditions, trends, and patterns.

Goods Movement – The general term referring to the flow of commodities, modal goods movement systems, and goods movement institutions.

Governor's Office of Planning and Research (OPR) – The Office of Planning and Research (OPR) is a part of the Governor's Office. It assists the Governor and the Administration in land-use planning, research, and liaison with local government, small business advocacy, rural policy, environmental justice, and various interagency task forces. OPR is looked to by other state agencies as the coordinator for several environmental and state planning programs.

Grant Anticipation Revenue Vehicles (GARVEE) – A debt-financing instrument that permits its issuer to pledge future federal highway funds to repay investors.

Greenhouse Gas Impacts – The earth's climate is predicted to change because human activities are altering the chemical composition of the atmosphere through the buildup of greenhouse gases – primarily carbon dioxide, methane, and nitrous oxide. Although uncertainty exists about exactly how earth's climate responds to these gases, global temperatures are rising, according to the U.N.'s Environmental Programme and the World Meteorological Organization's Inter-governmental Panel on Climate Change. Rising global temperatures are expected to raise sea level, and change precipitation and other local climate conditions. Fossil fuels burned to run cars and trucks, heat homes and businesses, and power factories are responsible for about 98 percent of U.S. carbon dioxide emissions, 24 percent of methane emissions, and 18 percent of nitrous oxide emissions. In California, 58 percent of fossil fuel emissions of carbon dioxide are related in some way to transportation, according to the California Energy Commission's Greenhouse Gas Inventory Update, 2001.

High Density Development – The definition of "high density" can vary, depending on the existing density characteristics of the community and can include both multi-family and single-family housing. The goal is to increase the amount of housing that can be built on any given site or amount of land.

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High Speed Rail Plan – The California High Speed Rail Authority was created by the state legislature to develop a plan for the construction, operation, and financing of a statewide intercity high-speed passenger rail system. The plan describes a 700-mile-long high-speed train system capable of speeds in excess of 200 miles per hour on dedicated, fully-grade separated tracks serving the major metropolitan centers of California by 2020.

Impermeable Surfaces – Surfaces that do not allow filtration of storm water, causing the water to collect and flow through a storm drainage system. This runoff may end up in local streams and rivers along with pollutants that may have accumulated in the water.

Intelligent Transportation System (ITS) – The application of advanced sensor, computer, electronics, and communication technologies and management strategies to increase the safety and efficiency of the surface transportation system. ITS systems may be vehicle- and infrastructure-based and apply to privately owned vehicles, transit, and goods movement.

Intercity Rail – Operates largely between several regions of the state, using the Railroad Mode. Amtrak funds Basic system trains. Both the state and Amtrak fund state-supported trains.

Intercity Transportation – Transportation of any mode between two distinct incorporated cities, towns, or inhabited residential clusters that are neither adjoining nor within the same or contiguous urbanized areas.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) – Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding and an increased role for regional and metropolitan planning commissions in funding decisions. The Act also requires comprehensive regional and statewide long-term transportation plans and places an increased emphasis on public participation and transportation alternatives.

Intermodal Transportation System – Applying a system's approach to transportation in which goods or people are transported in a continuous and efficient manner between origin and destination, using two or more modes in the most efficient manner, and by providing connectivity between transportation options.

International Migration – The influx of people from different countries into California with the intention of remaining in the state.

Interregional Road System – A series of interregional state highway routes, outside the urbanized areas, that provides access to, through, and links between, the state's economic centers, major recreational areas, and urban and rural regions.

Interregional Transportation – Travel to and through the state and between regions (adjacent or non-adjacent) as defined under "Region."

Interregional Transportation Improvement Program (ITIP) – Funds capital improvements on a statewide basis, including capacity increasing projects primarily outside of an urbanized area. Projects are nominated by Caltrans and submitted to the CTC for inclusion in the State Transportation Improvement Program. The ITIP is a four-year program of projects that represents 25 percent of the STIP funding.

Interregional Transportation Strategic Plan (ITSP) – The ITSP identifies six key objectives for implementing the Interregional Improvement Program and strategies and

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actions to focus improvements and investments. This document also addresses development of the interregional road system and intercity rail in California, and defines a strategy that extends beyond the 1998 State Transportation Improvement Program.

Livable Community – Characterized by mixed land uses; compact development; range of housing choices; walkable neighborhoods; sense of place; preservation of open space and farmland; rehabilitation and redevelopment in existing communities; and variety of transportation choices.

Local Government Commission (LGC) – A nonprofit, nonpartisan, membership organization composed of elected officials, city and county staff, and other interested individuals. The LGC members are committed to developing and implementing local solutions to problems of state and national significance. Serving as a complement to the League of California Cities and the California State Association of Counties, the LGC provides peer-networking opportunities, acts as an interface between city and county officials, and provides practical policy ideas for addressing serious environmental and social problems.

Low Density Development – The definition of "low density" can vary, depending on the existing density characteristics of the community but usually includes single-family housing and the absence of compact housing on a site or the land.

Metropolitan Planning Organization (MPO) – A planning organization created by federal legislation that establishes a forum for cooperative decision-making. Each MPO represents an urbanized area with a population of over 50,000 people.

Metropolitan Transportation Plan (MTP) – A 20-year plan that is updated every three years. It has policy, financial, and action elements and is the result of both local and regional planning efforts. To receive federal or state funding, projects nominated by cities, counties, and agencies must be consistent with the action element of the MTP.

Mitigate – To avoid, minimize, rectify, or compensate for an impact upon.

Mixed Land Use – Developing land that provides for a high density of uses including residential, commercial, and employment.

Multi-Modal Transportation System – The availability of transportation options using different modes within a system.

National Freight Partnership – A coalition of transportation experts from various Metropolitan Planning Organizations (MPOs), local private sector businesses, state transportation officials, and federal representatives from the U.S. DOT created for the purpose of addressing freight issues. Public officials and industry consider both: (1) priority needs for federal and state planning and assistance programs that can enhance freight productivity and mobility in the next decade and beyond; and (2) ways to increase the growing partnership efforts between the public and private sectors that can improve intermodal freight transportation performance and efficiency.

Open Space – Land set aside for purposes of preservation, recreation, or public benefit. Can be categorized as agricultural land, wetlands, scenic views, bodies of water, riparian lands, wildlife habitat, rangeland, forests and woodlands, parks, coastal lands, urban open space, or any other such land that has special geological or aesthetic qualities.

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Paratransit – Programs that provide door-to-door, or curb-to-curb, transportation for people who may be elderly, disabled, or minors who do not have private transportation and who are unable to use public transportation to meet their needs.

Public Transportation – Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point or another. Routes and schedules may be determined through a cooperative arrangement. Subcategories include public transit service, and paratransit services that are available to the general public.

Qualitative Indicators – A measurement that provides evidence that a certain condition exists or certain results have or have not been achieved. Indicators enable decision-makers to assess progress towards the achievement of intended outputs, outcomes, goals, and objectives.

Regional Transportation – Transportation within a specified region that can be single-county or multi-county.

Regional Transportation Improvement Program (RTIP) – A list of proposed transportation projects submitted to the CTC by regional transportation planning agencies (Metropolitan Planning Organizations and Regional Transportation Planning Agencies) for state funding. The RTIP has a four-year planning horizon and is updated every two years by the CTC.

Regional Transportation Plan (RTP) – A state-mandated document prepared every three years by all urban regional transportation-planning agencies, and every four years for non-urban. The RTP describes existing and projected transportation needs, conditions, and financing affecting all modes within a 20-year horizon.

Regional Transportation Planning Agency (RTPA) – A state-designated agency (multi-county or county-level agency), responsible for regional transportation planning to meet state planning mandates. RTPAs can be Local Transportation Commissions, Councils of Government, MPOs, or statutorily created agencies.

Rural Area – FHWA currently uses rural/urban definitions as found in the Section 101, Title 23 of U.S.C. which states that areas with less than 50,000 inhabitants in a specified boundary is considered rural.

Smart Cards – A plastic card about the size of a credit card, with an embedded microchip that can be loaded with data, used for telephone calling, electronic cash payments, and other applications, and then periodically refreshed for additional use. Smart Cards are used in the transportation sector for transit fare, tolls, and parking fees.

Smart Growth – Definition of this term varies among geographic regions. It could be generally defined as an effort to strike a balance between unplanned, haphazard, anything goes growth, and no growth at all. However, smart growth should be defined at a local and regional level so that the definition will be responsive to a region's unique economic, political, social, and environmental conditions. Specifically, sustainable communities programs are more likely than livable communities or smart growth programs to include or emphasize issues like global warming, endangered species protection, renewable energy development, or green design and building.

Soil Percolation – The downward movement of water through soil.

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Spaceports – A facility from which a vehicle can be launched to carry a payload into space.

Stakeholders – Those who have an interest in a particular decision, either as individuals or representatives of a group. This includes people who influence a decision, or can influence it, as well as those affected by it.

State Highway Account (SHA) – An account established by federal regulations that holds revenues generated from state and federal taxes, fees, and federal appropriations for the purpose of funding transportation projects.

State Highway Operation and Protection Plan (SHOPP) – A program created by California State Legislature, which includes projects needed to maintain the integrity of the state highway system, primarily associated with safety and rehabilitation, and operational improvements. SHOPP projects do not expand the transportation system. SHOPP is a four-year program of projects, approved by the CTC separately from STIP.

State Passenger Rail Plan – A 10-year state plan required by Government Code Section 14036 and created in partnership with Amtrak, Caltrans, regional intercity joint powers boards, the freight railroads, and corridor task forces. This plan prioritizes investment strategies and outlines costs and benefits of investment in passenger rail and freight rail.

State Transportation Improvement Program (STIP) – A list of transportation projects proposed in the RTIPs and ITIPs, which are approved for funding by the CTC.

Surface Transportation Policy Project (STPP) – The STPP is a national coalition of over 200 organizations working to promote transportation policies that protect neighborhoods, provide better travel choices, and promote social equity.

Sustainable Communities – Sustainable communities are closely associated with livable communities or smart growth programs. Sustainable community concepts are distinct in that they often include an explicitly global ("think globally, act locally") and long-term dimension ("...without compromising the ability of future generations to meet their own needs"). They tend to involve a more explicit view of the community as an important part of the larger world within which it functions, and they generally see the community as both having responsibility as a "global citizen" and as being significantly impacted by what happens on a global long-term basis.

System Connectivity – The ability to smoothly transition from one mode of transportation to another, and one jurisdiction to another with minimum delay and difficulty.

System Providers – Those who provide transportation services, equipment, or the infrastructure necessary for the public to travel. A system provider may be in the public or private sector, and may be at the local, regional, state, or federal level.

System Users – Those who use the transportation network in any form. This includes drivers who use highways and local roads, pedestrians, bicyclists, and those who use any form of public transit.

Telecommuting – An employee who works from a home office for either a portion of or all of the work week. He or she maintains a presence in the office electronically via phone, fax, pager, and email and is usually, at a minimum, required to participate in some quarterly, monthly, or weekly meetings at the work location.

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Traffic Congestion Relief Program (TCRP) – As enacted, the TCRP provides \$5.3 billion for 141 specific projects (\$4.9 billion) and to cities and counties for deferred maintenance (\$400 million in fiscal year 2000/2001). Continued funding (approximately \$1.5 billion) is also provided over a seven-year period to continue funding for local street and road maintenance purposes, to augment STIP programming, and to provide for transit operations.

Transit Oriented Development (TOD) – Transit Oriented Development (TOD) is a moderate to higher density development located within an easy walk of a major transit stop. It generally includes a mix of residential, employment, and shopping opportunities designed for pedestrians, without excluding the auto. TOD can be a single building, several buildings, or the redevelopment of existing buildings whose design and orientation facilitate transit use.

Transportation Equity Act for the 21st Century (TEA-21) – The successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, TEA-21, which was enacted June 9, 1998, authorizes highway, highway safety, transit, and other surface transportation programs through 2003.

Transportation Finance Bank (TFB) – The National Highway System Designation Act of 1995 created a State Infrastructure Bank (SIB) pilot program for the purpose of making loans, enhancing credit, subsidizing interest rates, and providing other assistance to public and private entities for eligible transportation projects. As one of 10 states selected for this pilot, California was authorized to create the Transportation Finance Bank (TFB).

Transportation Infrastructure – The basic facilities, services, and installations needed for the functioning of a transportation system. Infrastructure includes roads, fixed guideways, air, sea and spaceports, bicycle and pedestrian facilities, right-of-way, transit and maintenance facilities, and communication systems.

Transportation Mode – The type of transportation used for travel.

Transportation Providers – Those who serve the public by providing some form of transport.

Urban Sprawl – Leap-frog development. Haphazard growth or extension outward, especially that resulting from new housing on the outskirts of a city.

Value Pricing – A user charge based on a user's perceived cost when entering the traffic stream and the actual congestion cost created by the traveler's entry onto the system. Also called congestion pricing, its results are believed to make more efficient use of limited road capacity by encouraging those who value their trips at less than their full cost to shift to off-peak periods, mass transit, or car-pooling, and/or to less congested routes.

Vehicle Miles Traveled (VMT) – Used in trend analysis and forecasts. (1) On highways, a measurement of the total miles traveled in all vehicles in the area for a specific time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period. (2) In transit, the number of vehicle miles operated on a given route or line or network during a specific time period.

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LIST OF SELECTED ACRONYMS

BT&H	Business, Transportation and Housing Agency
Caltrans	California Department of Transportation
CASP	California Aviation System Plan
CIEDB	California Infrastructure and Economic Development Bank
CTC	California Transportation Commission
CTIPS	California Transportation Improvement Program System
CTIS	California Transportation Investment System
CTP	California Transportation Plan
FHWA	Federal Highway Administration
GARVEE	Grant Anticipation Revenue Vehicles
GIS	Geographic Information System
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System
ITSP	Interregional Transportation Strategic Plan
LGC	Local Government Commission
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAFTA	North American Free Trade Agreement
NAHA	National Affordable Housing Act
OPR	Governor's Office of Planning and Research
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SHA	State Highway Account
SHOPP	State Highway Operation and Protection Plan
SIB	State Infrastructure Bank
STIP	State Transportation Improvement Program
STPP	Surface Transportation Policy Project
SUV	Sport-Utility Vehicle
TCRP	Traffic Congestion Relief Program
TEA-21	Transportation Equity Act for the 21st Century
TFB	Transportation Finance Bank
TOD	Transit Oriented Development
U.N.	United Nations
U.S. DOT	U.S. Department of Transportation
VMT	Vehicle Miles Traveled